

May 15th, 1944.

"WITH IT, AND FOR IT"

By Don F. Smith  
Founder CHS.

Every sport, every business, has it's own descriptive expressions, and this is no less true of The Circus, whose people use phrases as colorful as the bills which advertise the show. Probably the best known of these is "Hey Rube!" -- the old time call to battle, with townsfolk or opposition.

However, there is another slogan which we have in mind at the moment. "With it, and For it". How much that means when said in all Sincerety!" Every Spring, circuses are deluged with requests for contracts. Many are hired, and start out "with it", but after a few days of bad weather, some start to complain, and wish they were with another show, in another part of the country. They still remain "with" the show, but are seldom ever "for it".

This is too often true in other groups or societies, in which the members join and go along, just for the ride. They like the music of the Calliope but hesitate to shovel coal for the boiler.

However, Societies, like circuses, require much work to keep them going. And remember how those big teams used to Hook-rope a wagon out of soft spots, by all pulling together? CHS and The BANDWAGON can use more work horses to take part in our Big Parade for 1944, and the years to follow.

How about a "40 Horse Team" of Active Boosters? Let's all be "With it, and for it!" "Hey, Rube!!!"

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The "Bandwagon" official publication of the Circus Historical Society, was founded by Don F. Smith in 1938 and was the first publication to include a glossy photo, of value to collectors, with every issue.

This CHS publication continues to present the best obtainable items of historical fact to its members, and is not concerned with unfounded rumours of present day shows, so often proved untrue.

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2600 MILES TO SEE A CIRCUS !!!!!

By Robert D. Good - CHS.

That was the distance travelled recently by the writer to see the first outdoor Pre-View of the great Ringling Bros. and Barnum and Bailey Combined Shows in the Winter Quarters grounds at Sarasota, Florida. This was the very first time in the long history of this show that they gave a performance before their usual Spring opening in Madison Square Garden, and the two Pre-View performances were given at 3:00 p.m. and 8:15 p.m. on Sunday, March 26th, 1944.

On Wednesday, March 23rd the writer left Philadelphia at 4:19 p.m. on the "Silver Meteor" in a downpour of rain. After riding a day and night on this fast train we reached Tampa, Florida on Friday afternoon at 3:30 p.m. with the tropical sun shining in all it's glory. Here we changed to the Sarasota train and shortly after 6:00 p.m. the Circus City was reached.

After taxiing to a hotel and washing up we walked into town and the first person we met was Jack Foley sitting on one of the many benches lining the sidewalk of Sarasota's Main Street. Jack was for a great many years assistant Equestrian Director to Fred Bradna and will be remembered by many as the driver of the 4 Horse Chariot which thrilling race closed the circus performance some years back. Foley is perhaps the oldest employee in point of years of service with the Ringling Bros., and is in ailing health and doubted his ability to go with the show this year.

On Saturday morning we boarded a bus to visit the world famous Ringling Museum of Art about 4 miles out of town. The Museum and the two million dollar John Ringling Mansion occupy about 30 acres on the shore of the beautiful Sarasota Bay which is part of the Gulf of Mexico. The magnitude and beauty of the museum and its tropical surroundings must be seen to be appreciated. It is estimated that John Ringling spent about \$30,000,000 (30 Million) on the Museum and its priceless contents.

Practically all of the painting and much of the building itself with all the sculpture works were imported from Europe at a fabulous cost. Here is housed the largest collection of Reubens in the world. The immensity, beauty and silence around the Museum and courtyard is awe-inspiring. Strange to say the only person we saw working at the Museum was an elderly man who collected our 28¢ admission fee at the gate. Nowhere were there any guards, guides, or even caretakers in evidence to protect this fortune reposing in the Florida Jungle.

While in the Museum we met the renowned Washington, D.C., Attorney and ardent Circus Fan, Melvin D. Hildreth, who also had made a lengthy journey to see the circus Pre-View of tomorrow. Hildreth has done the Ringling Circus innumerable favors in ironing out difficulties of a legal nature, particularly in Washington. In his time he has aided many of the other shows out of difficulty and embarrassing situations. Besides Mr. Hildreth and myself there were only two other admissions paid to the Museum that Saturday morning.

Adjoining the Museum grounds is the spacious estate of the Late John Ringling reputed to have cost \$2,000,000. and have taken several years to build. A caretaker left in charge of the grounds would not allow an inspection of the grounds or of the mansion itself. Adjoining the John Ringling Estate is the palatial home of his brother, the Late Charles Ringling. This, too, is a very fine estate, although not as pretentious as the John Ringling Estate.

Returning to Sarasota we inquired into the possibilities of going out to the Winter Quarters grounds which are about 4 miles outside the town proper. We found that the last "show bus" for that day left and taxicabs would not make the trip as it was classed as unessential driving. It began to look as if we had to wait until the next day, Sunday. Passing a shop which rented bicycles, we decided to rent a bike and make the trip.



Ringling-Barnum-Bailey Preview  
(Continued)

So, the bike was rented and we started pedaling towards the W.Q. arriving there in one half an hour. A large painted Billboard informs the public that they are nearing the Winter Quarters of Ringling Bros. and Barnum and Bailey Combined Shows, and at the bottom was a smaller sign "Closed", which gave us further misgivings of not being able to get inside.

Pedalling through the Main Gate, which was left about 2 feet ajar, we noticed the gate tender slumbering peacefully on a beach chair. Hating to disturb his tryst with Morpheus, we kept right on pedaling the bike and we were soon exploring the spacious grounds. The grounds, about 200 acres in all, was at one time the Sarasota Fair Grounds and acquired by John Ringling around 1927 and made a very suitable winter Quarters for his Circus. What a contrast are these beautiful grounds with the old grounds at Bridgeport, Conn.

Riding out the main driveway to the very end we found the last year's Big Top erected and everything in readiness for the Pre-View. All of the cages too, had been lined up to form a Midway, with the stakes for the elephants being driven into the ground on the other side. No rehearsals were scheduled for this day so everything was fairly quiet. The newly painted train can be seen from afar, and the 1944 train and everything on it will be the most beautiful paint job any circus ever boasted of.

COLORS  
The Pullmans are painted in Ringling red with silver lettering. The flat cars are yellow with red lettering, while the stock cars are painted in like manner. The 1944 advertising car also on this train is done in red and blue, the color bands running the length of the car. All of the wagons with the exception of the white and yellow ticket wagons are painted Ringling Red with silver lettering, under gears also being silver with red striping. This year will find the Big Show more colorful than ever in its history.

All winter long, work has been going on at fever pitch in the many departments. All of the physical equipment has had a going over, trains are jacked up and wheels re-placed, Pullman cars are re-built, all wagons strengthened and painted, poles shaped and painted, stakes whittled and pointed, seats manufactured, and a thousand other tasks completed. Largest of the buildings is the tent manufacturing and Menagerie building. In the huge loft 16 expert sailmakers work the year round making next year's tents. As soon as one set of tents is completed they start in on the tents for next year. Every year 80,000 yards of canvas and many miles of rope are put into some 40 tents.

In the wagon and machine shop Mr. and Mrs. Yeski, aided by a dozen other expert mechanics are building and repairing circus wagons, designing others, and doing many jobs for other departments of the show. This department does a tremendous amount of work all year round. Yeski has about 6 Amish craftsmen working for him during the Winter months and says they are very dependable and industrious. While we visited Yeski his men were working on three circus wagons in the shop.

There is also a huge train repair shop where three cars can be worked on at a time and here too a vast amount of work is necessary to keep the 100 cars in shape.

From the repair shops all work goes to the paint department under the expert supervision of Geo. Escalara who has a score of painters, strippers, and decorators under him. Here the writer saw barrels and barrels of the famous "Ringling Red", "Barnum Blue" and "Bailey Yellow" as these three outstanding colors have been named.

To house and train the scores of horses, elephants and other animals four huge stockades provide housing and outdoor training facilities. These are all kept immaculate by expert trainers and their assistants.



Ringling-Barnum-Bailey Preview  
(Continued)

A modern dormitory is maintained for all the workmen, as well as an up-to-date hospital with an expert staff in attendance at all times. There is also a large airy dining hall, all in a separate building, where the men are fed three good meals a day. We say these meals are "good" for we had several meals in the cook house through the courtesy of our fellow Circus Historian - John Staley, who is assistant boss of the cook house. We spent several enjoyable hours with Staley particularly in visiting the old circus wagon "graveyard" in a remote corner of the grounds.

The "graveyard" was a very interesting place to me, particularly in the memories it brings back of the old street parades with it's gaudy leafed Bandwagons...This is the old "United States" Bandwagon once the pride of the parades of the Ringling Bros. World's Greatest Shows. This old wagon is in very bad state of decay and on the one side it has been stripped of all figures and carvings and the back door is also missing. To get a picture of it's best side we got on top of the wagon and raised it's sky board which is held by one hinge. It was impossible to get a full side view of the wagon as it is set too close to other wagons lined up in the row.

(Ed. Note - it is through the kindness of Robt. Good - author of this splendid article, that we are able to include with this issue and to each member of CHS a print of the United States wagon mentioned in the last paragraph. Bob loaned us the negative, which is only one of a fine set now offered to collectors. He is preparing a list of same, and if you don't already have one - we suggest that you drop him a line at once.)

Also reposing in the "graveyard" are the eight air conditioning units of the North era as well as numerous cages, giraffe wagons, a Barnes Hippo den, and several other wagons with the Barnes and Sells-Floto titles still discernable. The old Jesters calliope, the Bell Wagon and the new Liberty Bandwagon are also parked in one spot, all of them covered with tarpaulins, and will evidently not be used this year.

We also rummaged through two old advertising cars and the old No. 100 Pullman which in its better days was John Ringling's private car when travelling with the show. The No. 100 car was badly wrecked inside. There are also a few old Al. G. Barnes and Sells-Floto stock cars and wagons setting about the grounds.

Other buildings on the grounds are the Press Department Office and the Office of the General Manager both of them being former Pullman cars, the Railroad car Shop, Paint Department, Canvas Storage, Seats, Electrical, Truck, Rigging, Lumber seasoning, Mattress Shop, Wood Working Mill, Properties, Canvas Waterproofing, Tent Making, Harness Making and Wardrobe Departments most of which are housed in separate buildings.

About 5:30 p.m. we decided it best to start pedaling back to Sarasota. The terrain in this part of Florida is for the most part perfectly flat, so that riding a bicycle is no hardship and we did not even get stiff from the unusual exercise, although we did get a badly sunburned face, neck and arms.

Saturday evening was spent looking over the town, renewing acquaintances with show folk we met on the street, and later had a visit at the John Ringling Hotel with Mr. Hildreth and James A. Haley, Vice-President of R.B.B.B. who informed us that they would not visit Allentown this year. Due to labor shortages and transportation difficulties the circus will play mostly one week, and not less than three day stands.

Sunday, March 26th was the Big Circus Day, the day of the Preview, and early Sunday morning throngs of people were coming into Sarasota from all over the State of Florida and there were some cars from other States as well. Restaurants, Lunch Rooms and Soda Fountains, already short of help, were greatly over-taxed with customers and many people had to go without eating as it was impossible to get served.



Ringling-Barnum-Bailey Preview  
(Continued)

Sharing a taxi with some of the performers we soon reached the Winter Quarters grounds where everything was in readiness for the Big Day. Ample parking space was available just inside the Main Entrance and special officers were already on the job parking cars. Many people were already inspecting the many buildings on the grounds and viewing the outdoor Menagerie.

It was a beautiful sight to see the colorful Midway with the newly painted cages lined up on the one side and the elephants, camels, zebras and other lead stock staked in line on the other side. Mr. and Mrs. Gargantua drew the usual crowds around their cage as did the two Giraffes in their corral. The warm tropical sun and waving palms added to the colorful scene. Gen. Manager Geo. W. Smith and his capable assistant Ed. Kelly were everywhere making last minute inspections and suggestions.

Doors opened at 2:00 p.m. and a perspiring stream of humanity started to pour through the Marquee and into the Big Top. John Carson Head Usher with only three of his regular ushers had 43 Sarasota High School Girls to act as ushers and they handled the afternoon capacity crowd like veterans. Every seat had been sold out for the matinee and several thousand sat on the race track, while several thousand were turned away at the gate. A great percentage of the spectators were service men from the many camps in the vicinity of Sarasota.

It was with great difficulty that the track was cleared and persons made to seat themselves so that the show might get under way. A little after 3:00 p.m. Merle Evans Band struck up the tune and the show was on, getting under way with the Alfred Court Wild Animal Acts presented in three rings. The performance was given in its entirety with mid season prevision and few interruptions, ending about 6:00 p.m.

From 6:00 to 7:00 p.m. the Big Top was readied for the night show, wild animal arenas again being put up, seat section being swept clean and seats being remarked with chalk. Through the courtesy of John Staley we again had supper in the circus's dining Hall.

In the evening after the doors were opened we were given the job of handing out the complimentary program sheets to patrons as they filed through the connection. Promptly at 8:15 p.m. the night show started to a 2/3 house. A few stragglers and late comers came through the gates up to about 9:00 p.m. at which time there were several hundreds programs left. Geo. Smith kindly consented to give these to me so that they might be sent to each member of the Circus Historical Society, so we are indebted to Mr. Smith for the programs which were sent out with the April Bandwagon.

On Monday we again went out to the Winter Quarters where they were busy in taking down the Big Top and loading those wagons which were to be taken to Madison Square Garden. The flat cars were all lined up in readiness for the loading which was to start on Tuesday morning. Spent most of Monday roaming around the grounds and visiting with acquaintances with the show.

Monday evening a bus ride was taken over the famous Ringling Causeway, the Mable Ringling Drive, on past the Ringling Isles to beautiful Lido Beach on the Gulf of Mexico. The entire ride was through typical tropical scenery replete with palms, cocoanut trees, Agaves, Spanish bayonets and other tropical plants. The view at Lido Beach just as the sun goes below the horizon is a sight that will never be forgotten.

Tuesday morning we again made the trip to Winter Quarters where the men were still busy loading the property wagons with trunks, boxes and all sorts of paraphernalia used by the show in the Garden. Many of the wagons were already lined up out on the street ready to be pulled up on the flat cars. The runs were already laid in readiness for the loading which got under way at 2:30 p.m. All the loading was done by



Ringling-Barnum-Bailey Preview  
(Continued)

a big caterpillar tractor which pulled the wagons up the runs and the wagons were then pulled over the flats by a smaller tractor. A steady stream of wagons rolled up the runs and in one half hour or less the 11 flats were loaded. No animals of any kind were loaded on this section which was to travel with the section leaving the grounds on the morrow. We had obtained permission from Manager Geo. Smith to ride the second section of the show train into New York and after an absence of 15 years from the circus this seemed like a new experience and one greatly looked forward to.

So, Wednesday morning, travelling bag in hand, we boarded the show's bus at Main Street and Osprey Avenue and we were soon at the Winter Quarters grounds for the last time. The section of flat cars containing all the Menagerie cages and performing animals were already loaded when we reached there. The elephants and Ring Stock were being loaded into the stock cars for the long trek Northward.

We received an O.K. slip signed by Mr. Smith and told to report to the porter of Car 97 named "Pittsburgh", and were assigned to a lower berth in the center of the car. When on the road this is the "Side Show Car" occupied by performers and workers in the side show. As the Side Show was not used in the "Preview" there were only a few occupants in this car they being persons who lived in Florida for the Winter. Therefore the car was only half full or less and we all had plenty of room and we were also fortunate in having one of the best porters on the train, one who had laid in plenty of provisions and liquid refreshments of all kinds to satisfy the inner man.

About 2:00 p.m. the first section - consisting of 1 Advertising Car, eight stock cars, 10 flat cars and 6 pullman sleepers steamed out of the Winter Quarters yards, followed shortly afterwards by the second section consisting of 11 Pullmans and 11 flats. As they went through the town of Sarasota the entire town seemed to have turned out to see the circus train depart and "Good-bye's" and "Hurry Back" were heard from all sides from the Sarasotans waving from the street corners, back yards, front porches and in fact they were everywhere wishing those on the train "Bon Voyage". Shortly before the train left Winter Quarters yards they were blessed by several Catholic Priests with their entourage.

After leaving Sarasota everyone in the cars started to make themselves comfortable for the long trip and getting acquainted with their fellow travellers. There was much visiting from car to car. It was very pleasant to sit at the open window and watch the beautiful Florida scenery slip by. After dusk Louie Delano, the porter, started to serve everything from sandwiches to T-Bone steaks which were delicious. The writer indulged in a steak each of the three nights on the trip. The time slipped by rapidly in conversation, card playing, and some were just content to sleep and rest.

The train rumbled on through the night and by Thursday morning we were going through the Georgia swamps eating bacon and eggs for breakfast.

By now we had learned that the occupants of 97 car included 2 members of Merle Evans Band and their wives, Joseph Nawrath midget musician, Mr. and Mrs. Chas. Gammon, Nabor Feliz Pueblo Indian Sculptor, Rasmus Neilson Tattooed Strong Man, Robert Lee Brazil - sound projectionist, Lewis Delano, Porter - and the writer. Usually there are 60 persons accommodated in a Pullman so we had plenty of room.

Thursday afternoon the first section stopped at Charlestown S.C. to feed and water all the stock and animals on that section. Arrangements had been made for this by Wm. Carr, veteran 24-hour-man. When the second section got to Charlestown, the first section had already left.



Ringling-Barnum-Bailey Preview  
(Concluded)

As the second section had no stock or animals on the train we kept on going without stopping very long there.

On Friday evening at about 6:30 p.m. we overtook the first section as they were feeding and watering stock in the Potomac Yards outside of Washington, D.C. Wm. Carr had also made all arrangements here. Melvin Hildreth, who had returned to his home in Washington was down at the train renewing acquaintances. Several bonfires were started near the trains to keep warm and overcoats were everywhere in evidence. Many made trips to the "dookie car" to get their package of lunch put up by the Cook House boys in Sarasota. After a stop of about 3 hours, the first section pulled out on the last leg of the trip to New York followed shortly after by the second.

By Saturday morning it was intensely cold in the cars and it was difficult to keep warm. Plenty of hot coffee was sold that morning and it never tasted better. Everyone was glad when about 8:30 a.m. the second section finally came to a halt in the Jersey City yards and all lost no time in leaving the cars and taking the Ferryboat over to New York City.

The trains were later taken to the Mott Haven Yards where everything was unloaded and taken to Madison Square Garden on Saturday afternoon.

After saying "Good bye" to circus friends the writer took the first Lehigh Valley train out of the Panna. Station to Allentown once more to resume the grind behind the drug store counter from which this was the first vacation we had in 10 years.

In closing will say that we thoroughly enjoyed every minute of this trip so full of interest, with perfect weather, in the most invigorating climate of the most hospitable city we have ever visited -- Sarasota, Florida.

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Note:- We cannot let the opportunity pass without again saying "Thank you" to Bob Good for this unique and most interesting article. CHS is glad to present it to its members, and we feel that such articles as this one, will result in more joining our Society so that they too, can receive and preserve these historical articles for the future.

The Editors.

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Since the last issue of the Bandwagon the following new members have joined CHS. Please add these to your list of members:-

- 126....Mrs. Ione Stevens, Coffeerville, Kansas  
Bks
- 127....Mr. Carl S. Smith, RD 5, Auburn, N.Y.  
Ph; M
- 128....Mr. Charles B. Kistler, 2419 Washington St., Allentown, Pa.  
Ph; Pr
- 129....Mr. James L. Harshman, 1300 Hamilton Blvd., Hagerstown, Md.  
GC; Pr; R.
- 130....Mr. Anthony Gudanowski, 1612 Broadway, Camden, N.J.  
GC; Bks; Pr; Ph;
- 131....Mrs. Charles Urquhart, 2106 Wilson Ave., Chicago, Ill.  
GC; Li; Lt; carvings, autographs
- 132....Mr. Bert Hansen, 1544 Oxford St., Berkeley 7, Calif.  
GC; Pr; Bks; Band recordings
- 133....Mr. Robert J. Devenney, 1816 Scott St., Wilmington, Del.  
GC; Ph; Li; Bks
- 134....Mr. Clarence Cuddeback, 46½ Lansing St., Auburn, N.Y.  
Circus Bks, and models



Some time ago the Circus Historical Society received an inquiry regarding the Pawnee Bill show and information on an airship which was carried one season was sought.

From Frank Norton, CHS the following information was received:

"The following is the wording from a 2-col. ad of Pawnee Bill: The title was placed around a cut of Pawnee Bill. Cut was flanked by the town and date. Beneath that was a cut of a sort of long balloon from which was suspended a long basket with 4 propellers and 2 anchors. The wording is just as it is on the ad, capitals and all."

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Dunkirk (N.Y.) Thursday, June 8, 1905

Pawnee Bill's Historic Wild West and Great Far East

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The Very Racking Dreams of Santos Dumont Materialized Even Beyond His Most Sanguine Anticipations. The One Perfect Air Ship. Whose Mechanism is as Delicate as a Triple Adjusted Watch. Whose Propelling Power is More Than Equal That of a Locomotive and which Rides the Air With the Grace of a Bird. Two Ascensions from the large Arena Daily. An unprecedented Flight Through Space and an Unexpected Challenge to the elements.

Habits and Customs of the Red Men Illustrated by Themselves	Representative Riders with Native Steeds of Every European Equestrian Nation
Whole Indian Villages of Many Famous Tribes	Many Strange and Peculiar People Weird Music from The Far Eastern
Painted Warriors, Squaws, Papposes	Hemisphere

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An Army of Cowboys and Frontier Heroes

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Dazzling Military Reviews by Detachments of the  
Armies of the World

---

First and Only Gunine

SINHALESE BAND

from "The Divine Island", Ceylon

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Native Horsemen from Manchuria's Hills,  
China's Disputed Territory

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AGUINALDO'S VETERANS

From the Philippines

---

Prince Luca's Famous Cavalry from the  
Steppes of Russia

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Parade LineupSection 1. The Wild West

Mounted Heralds  
 Major Gordon W. Lillie, "Pawnee Bill"  
 Miss May Lillie  
 Indian Squaws and Papooses  
 Band No. 1 in Chariot  
 Princess Winona  
 Western Cowgirls  
 Mexicans  
 Tableau Wagon  
 Sioux Indians  
 Jubilee Singers in Tableau Wagon  
 Miniature Wild West, comprising  
 Lilliputian Stage Coach,  
 Prairie Schooners, etc., all drawn by  
 Shetland Ponies.  
 Cowboys  
 Fife and Drum Corps  
 U.S. Cavalry Detachment  
 Band No. 2  
 Cheyenne Indians  
 Prairie Schooners, Overland Mail  
 Coach, Ricky Mt. Burros, etc.

Section 2. The Far East

Mounted Heralds  
 Types from the Orient  
 Arabian Band  
 Arab Horsemen  
 Tableau Wagon  
 Russian Cossacks  
 Electric Organ  
 South Sea Islanders  
 Singalese with Camels  
 Tableau Wagon  
 Japanese Cavalry  
 Chinese Cavalry  
 Boomerang Throwers  
 Philipinos  
 Steam Calliope

"Another show that used a cut of an airship was Wallace in 1891. That ship was cigar shaped with a large "fin" running full length on top and a similar "fin" on each side. One propeller on one end.

The cabin looked like a railroad coach of those days, minus wheels and fastened by its roof tight to the cigar shaped balloon. On the side was lettered -- "The Great Chicago Air Ship".

The heading of the ad reads as follows:

## WALLACE &amp; CO'S

Great World's 50-cage Menagerie, Roman Hippodrome and International  
 Three Ring Circus

----- Will Exhibit At -----

Dunkirk, (N.Y.) Sat. July 4th, 1891

(cut of airship)

Sublime and superior to similitude, the acme of possible acquisition of magnitude unrivalled and in every detail perfect.

The cut shows the airship over large tents with a town in the background. Ship is not mentioned in the ad, though.

OBITUARY

Just as we go to press we have received word to the effect that one of our most enthusiastic members - J. G. BAUKNECHT of Muskegon, Mich., passed away on Tuesday, May 2nd. We are certain that all GHS members will be sorry to learn of this, and to his widow we extend sympathy in her sad bereavement.



## CIRCUS HISTORY PHOTOGRAPHS

Reproductions of historically significant pictures in new glossy 8x10 prints only. \$1 each, any 12 subjects \$10 postpaid.

Such famous old titles as Barnum & London, Forepaugh-Sells Bros., Reed's European, Campbell Bros., W. W. Cole, Yankee Robinson, George W. Hall, Lemen Bros., Norris & Rowe, J.E. Henry, Van Amburg, Mollie Bailey, Welsh Brothers, Sells & Downs, Sig Sautelle, E. G. Smith, Coburn Bros., Cook & Barrett and many, many others.

Pictures of advance cars, bands, groups of performers, lot layouts, parade wagons, sideshow lineups, wrecks, fires, blowdowns, etc.

Send for my latest list of these subjects. If you collect circus programs, couriers, heralds, route books, route folders, etc. also ask for my regular circusiana list issued twice a month.

A. MORTON SMITH, CHS, CFA

P. O. Box 160

Gainesville, Texas

LET ME KNOW YOUR WANTS IN

## CIRCUSIANA

I HUNT FOR THE UNUSUAL

No lists at present.

Can supply some back numbers of the Billboard.

RALPH HADLEY, CHS, LOWRY CITY. MO., U.S.A.

Will exchange circus items for very odd and unusual fish hooks, fish spears, gigs, and Harpoons, of North American origin, and with collecting data. Please describe.

## OLD TIME PHOTOS OF THE SEVENTIES!

Clear prints, 5 x 7 of W.W. Cole, Dan Rice, Howe's

Great London, 50¢ each, three for \$1.00.

BOB TABER, 3668 Comer Ave., Riverside,  
C.H.S. California, U.S.A.

Photos wanted of Following Shows:-

Walter L. Main	R.R. Show
Lee Bros.,	R.R. Show
Mighty Haag	R.R. Show
Buffalo Bill and Pawnee Bill	Wild West Show

Have others. Will trade or buy the above.

WILLIAM KOFORD, 850 N. Main Street, Jamestown, N.Y., U.S.A.  
C.H.S.



RM

COL 005 / 103